Applicant herewith elects not to amend the specification. Applicant will instead delete the relative Claims in support of such election. Applicant will therefore only provide the required instructions for the necessary corrections, some of which are indicated by the Examiner.

Therefore, in accordance with 37 CFR 1.121, Application directs the Examiner to make the following corrections in the specification:
On the Title Page of the application, please change the two words HYDRO CARBON to a single word HYDROCARBON:

TITLE: METHOD AND DEVICE TO IMPROVE THE RATIO OF OXYGEN MASS VERSUS FUEL MASS AT IGNITION IN COMBUSTION MECHANISMS OPERATING WITH FLUID ~~HYDRO CARBON~~ **HYDROCARBON** FUEL

On Page 1 of the application, last paragraph, please change the word powr to power:

The Transportation Technologies / Heavy Vehicles Industry is presently investigating the use of natural gas as an alternative fuel for the transportation sector. To improve the ~~powr~~ **power** output of such natural gas engines, it is testing a second-stage intercooler for LNG (liquid natural gas) fueled heavy vehicles. The concept uses LNG fuel to cool the intake air to increase combustion air density relative to fuel density and thereby achieving better engine performance, but without stating any specific temperature level.

On Page 4 of the application, first paragraph, change the word affective to effective:

At present, it is still believed in the gas combustion appliance industry that pre-heating of fuel, as contemplated in this invention, is not ~~affective~~ **effective** to cause a fuel ignition improvement and thereby increase combustion dynamics. In fact, a correction formula is always employed in the industry to eliminate any variance in fuel efficiency calculations due to a change in fuel temperature or fuel density. Such correction formula